





## For Sale.

## FOR SALE.

## EX "MENE LAUS."

AN Invoice of MILLER'S  
PATENT FIRE PROOF SAFES  
and  
DEED CHESTS.  
To be sold at Manufacturers' Prices.

T. & D. HENRY'S GOVERNMENT NAVY  
CANVAS, all Numbers.

## FLAX SEAMING TWINE.

## EX "HOPE"

WOODBERRY'S COTTON DUCK, Nos.  
1 to 10.

## RAVENS DUCK, and

## COTTON TWINE.

## EX "RAPHAEL."

A Large Assortment of  
CROCKERY and GLASSWARE.

DINNER SERVICES,  
DESSERT SERVICES,  
TOILET SERVICES,  
BREAKFAST SERVICES,  
&c., &c., &c.

## EX "ANCHISES,"

## and

## LATE ARRIVALS.

RUTHERFORD'S Extra All Long FLAX  
CANVAS.

RUTHERFORD'S Royal Navy CANVAS.  
RUTHERFORD'S Best Boiled Do.

Engine COLZA OIL.  
English COTTON WASTE.

TOOK'S Patent PACKING.  
FLAX PACKING.

Horn's Best Russian CORDAGE.  
Best English Charcoal WIRE ROPE.

Galvanized IRON CHAIN, 3/16th, 1/4th  
and 3/8th.

HUBBARD'S PAINTS and OILS.  
TURPENTINE. Copal VARNISH.

French POLISH. SOFT SOAP.  
Oakey's Wellington KNIFE POWDER.

Plate POWDER. Plate BRUSHES.  
Billiard CHALK. CUE TIPS.

Metallic TAPE LINES.

Cause's Patent PADLOCKS.  
THE LOCKS.

Cupboard LOCKS.  
Box LOCKS.

FIRE GRATES.  
Suspension and Bracket Patent Extinguish-  
ing KEROSINE LAMPS.

RODGERS & SONS' CUTLERY.  
Electro-plated WARE.

BUNTING and Bunting THREAD.  
BUSSEY'S PATENT PNEUMATIC GUN.

Royal Bristol GINGER ALE, in Pint  
Bottles.

JEFFREY'S India PALE ALE, in Pint  
Bottles.

OLARET—Chateau THIBOUROT.  
IRES GRAVES, Pints and Quarts.

Chateau LAROSE.  
Breakfast OLARET.

HAUT SAUTERNE.  
SACCOINE'S White Seal SHERRY.

Do. Amontillado SHERRY.  
Do. Very Fine OLD PORT.

Draught ALE and PORTER, sold by the  
Gallon.

STATIONERY.  
BOOKS.

TOBACCOES, and  
CIGARS.

JOHN  
MOIR & SONS',  
GROSB & BLACKWELL'S,  
and  
AMERICAN  
OILMAN STORES.

SHIPHANDLERY  
of  
Every Description.

SAIL-MAKING and RIGGING,  
promptly executed.

MACFARLANE, FRICKEL & Co.  
Hongkong, July 7, 1880.

## Insurances.

## YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000  
PERMANENT RESERVE.....Tls. 230,000  
SPECIAL RESERVE FUND.....Tls. 263,268

TOTAL CAPITAL and AC-  
CUMULATIONS, 8th April, 1880.....Tls. 913,268

Directors:  
F. B. FORBES, Esq., Chairman.  
W. M. BOYD, Esq., Wm. MEYERING, Esq.  
J. H. FINKOVSKY, Esq., E. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:  
Messrs BARRING BROTHERS & Co.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent,  
8, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on Marine Risks to all  
parts of the World.

Subject to a charge of 12 1/2% interest  
on Shareholders' Capital, all the PROFITS  
of the UNDERWRITING BUSINESS are an-  
nually distributed among all Contributors  
of Business in proportion to the Premiums  
paid by them.

RUSSELL & Co.,  
Agents.

Hongkong, May 11, 1880. 10080

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.  
CAPITAL £2,000,000.

THE Underwritten Agents at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

## QUEEN FIRE INSURANCE COMPANY.

THE Underwritten Agents at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the extent  
of £10,000 on any Building, or on Goods  
stored therein, at current local rates, subject  
to a discount of 20% on the Premiums.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

## ROYAL INSURANCE COMPANY.

THE Underwritten Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOHER & Co.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.  
Capital of the Company £1,000,000 Sterling  
of which is paid up £100,000  
Reserve Fund upwards of £120,000  
Annual Income £250,000

THE Underwritten have been appointed  
Agents for the above Company at Hongkong,  
Canton, Pootung, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 15, 1878.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Underwritten are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBBERG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Santon and Penang.

Risks accepted, and Policies of Insurance  
granted at the Rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTREE,  
Secretary.

Hongkong, November 1, 1871.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.

THE Underwritten having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
ALSO,  
PONDICHERY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

ON MONDAY, the 19th day of July,  
1880, at Noon, the Company's  
S. S. A. P. A. Commandant ROLLAND,  
with MAELS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
Noon.

Cargo will be received on board until  
4 p.m. Specie and Parcels until 3 p.m. on  
the 18th of July, 1880. (Parcels are not to  
be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, July 6, 1880. 119



## MITSUI BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE  
AND INLAND SEA.

THE S. S. NIGATA MARU, Captain  
WALKER, due here on or about the  
10th instant, will be despatched as above  
on SATURDAY, the 24th July, at Day-  
light.

Cargo received on board and Parcels at  
the Office up to 6 p.m. of 23rd July.

No Bill of Lading signed under \$2  
Freight.

All Claims must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.

RATES OF PASSAGE.  
To KOBE.....Cabin \$60. Steerage \$15.  
" YOKOHAMA & Do. \$25. Do. 20.  
" NAGASAKI & Do. \$45. Do. 25.

A Reduction is made on RETURN PAS-  
SAGES.

CARGO and PASSENGERS for Nagasaki  
will be transhipped to the Shanghai Mail  
Steamer at Kobe.

For further Particulars, apply at the  
Company's OFFICES, No. 50A, QUEEN'S  
ROAD CENTRAL.

Hongkong, July 12, 1880. 1124

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

AND  
ATLANTIC STEAMERS.

THE S. S. OCEANIC will be despatched  
for San Francisco via Yokohama,  
on SATURDAY, the 24th July, 1880, at  
3 p.m., taking Cargo and Passengers for  
Japan, the United States, Mexico, Central  
and South America, and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 23rd July. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A Reduction is made on RETURN PAS-  
SAGE TICKETS.

Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Out-  
posts, San Francisco.

For further information as to Freight  
or Passage, apply to the Agents of the  
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.  
Hongkong, July 8, 1880. 1124



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship.

THE S. S. MIZAPORA, Captain PARISH, will leave  
this on MONDAY, the 26th inst., at 6 p.m.

For further Particulars, apply to  
A. MOLLER, Superintendent.

Hongkong, July 15, 1880. 1126

## NOTICE.

S O 1 501/1000 = 1000 boxes CAN-  
(In dia.) 1501/2000 DYES.  
Shipped by De ROUPEL OUDERKOP.

CONSIGNEES of the above-named Cargo  
or Steamship *Thornhill* are hereby  
informed that their Goods have been landed  
and stored, and are now lying at their risk  
and expense until removed against fire, in the  
Godowns of the Undersigned.

ARNHOLD, KARBBERG & Co.,  
Agents.

Hongkong, July 6, 1880.

## To-day's Advertisements.

## FOR SHANGHAI.

The Steamship  
"Amoy,"  
Capt. G. H. Drewes,  
will be despatched for the  
above Port TO-MORROW, the 17th inst.,  
at 4 p.m.

For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, July 16, 1880. 1117

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship  
"Glasgow,"  
Capt. T. S. JACKSON, will  
be despatched on SUN-  
DAY, the 18th inst., at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 16, 1880. 1118

## FOR HONGKONG, PAKHOI AND HAIPHONG.

The Steamship  
"Hainan,"  
Capt. CONNELL, will be  
despatched for the above  
Ports on MONDAY, the 19th inst., at  
6 p.m.

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, July 16, 1880. 1119

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship  
"Tyne,"  
Capt. A. J. SIMPSON, will  
be despatched on or about  
the 27th inst.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 16, 1880.

## FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling at the usual Coast Ports, and  
taking through Cargo and Passengers  
for New Zealand.)

The Eastern and Aus-  
tralian Mail Steam Co.'s  
Steamer  
"Brisbane,"  
will be despatched as above on SATUR-  
DAY, the 7th August, at 3 p.m.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, July 16, 1880. 1121

## OCCIDENTAL &amp; ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship  
"OCEANIC," from San Francisco, &c.,  
are hereby requested to send in their Bills  
of Lading for countersignature, and to take  
immediate delivery of their Goods.

Cargo impeding the discharge of the  
Steamer will be landed and stored at Con-  
signee's risk and expense.

G. B. EMORY,  
Agent.

Hongkong, July 16, 1880. 1118

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

McNEAR, American ship, Captain W.  
Taylor.—P. & O. S. N. Co.

WILKINSON, British ship, Capt. Beadle.  
Ward & Co.

CLIFTON, British barque, Capt. Davies.  
Rozario & Co.

J. A. THOMSON, American ship, Captain  
Charles J. Rogers.—Messageries Maritimes.

CENTRAL FAIRCHILD, American barque,  
Capt. David Kelly.—Molchers & Co.

ABERDEEN, American ship, Captain Taylor.  
P. & O. S. N. Co.

VALLEY FORD, American ship, Captain  
Uriel Doane.—Captain.

BLACK ADLER, British ship, Capt. Wm.  
Allen.—Gibb, Livingston & Co.

CENTRALE, German barque, Captain C.  
Offenberg.—Wieler & Co.

RIO LOPE, British brig, Captain A. G.  
Wheatley Walker.—Order.

## SHIPPING.

## ARRIVALS.

July 16, *Tanis*, French steamer, 1500,  
Reaper, Yokohama July 9, Mails and Gen-  
eral.—Messageries Maritimes.

July 16, *Amoy*, British steamer, from  
Canton.

July 16, 10 a.m., *Hainan*, American s.s.,  
235, Jas. Conner, Hoihow July 15, 3 a.m.,  
General.—RUSSELL & Co.

July 16, *Oceanic*, British steamer, 3707,  
Metcalfe, San Francisco June 19, and Yokohama  
July 8, General.—O. & O. S. S. Co.

July 16, *Prince Pojarsky*, Russian frigate,  
4450, Butargin, Singapore July 9.

July 16, *Albay*, British steamer, 366,  
F. Ashton, Formosa July 13, Amoy 14, and  
Swatow 15, Sugar.—DOUGLAS LAFFRAK & Co.

July 16, *Fokien*, British steamer, 500, J.  
C. Abbott, Tamsui July 14, and Amoy 15,  
General.—DOUGLAS LAFFRAK & Co.

July 16, *Hae shin*, Chinese steamer, 764,  
Gibson, put back.—O. M. S. N. Co.

DEPARTURES

July 16, *Commodore Dupont*, for Singapore,  
16, *Melrak*, for Manila,  
16, *Elcano*, for Manila,  
16, *Hattie N. Bangs*, for Nagasaki.

CLARENDON,  
Strathmore, for New York.  
Guardian, for Manila.  
W. H. Marry, for New York.

PASSENGERS  
ARRIVED.

Per *Tanis*, from Yokohama; for Madras,  
Colonial Office, Messrs Beaumont, and  
Gardiner; for Marseilles, H. E. Minister  
Nagasaki, wife and 3 servants, Mrs. Waka-  
nabe, Mrs. Maeda and servant, Mrs. Aoki,  
Mrs. Fickel, Messrs Nakano and servant,

## MEMOS. FOR TO-MORROW.

Shipping.  
4 p.m.—*Amoy* leaves for Shanghai.  
4 p.m.—*Diamond* leaves for Manila.

Miscellaneous.  
Transfer Books of the China Traders'  
Insurance Co., Limited, closed from  
this date to 31st instant, inclusive.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.  
香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

DRUGGISTS' Sundries, NURSERY Requi-  
sites, TOILET REQUISITES, ENGLISH,  
AMERICAN, AND FRENCH PATENT  
MEDICINES.

MANUFACTURERS  
of  
Soda Water, Lemonade, Tonic Water,  
Gingerade, Palmes Water, Sarsaparilla  
Water, and other Aerated Waters.

The Manufactory is under direct and  
continuous European Superv



The toast of "Success to the new Thales" and to her owner (Mr. Gillies) was heartily drunk to by the visitors; and the trip, which occupied about three hours (she took a straight mile or two on her return and passed Green Island twice), was much enjoyed. The Thales was drawing only 8 ft. 6 forward and 10 ft. 6 aft, and the nautical gages give it as their opinion that the vessel will accomplish thirteen knots when in proper trim. We may note that she must have passed within sight of the Fort-moon Pass about an hour before the Hai-chin got into trouble.

H. M. PAUL, of Dedham, Mass., a graduate of Dartmouth College and now Assistant Observer at the Naval Observatory, at Washington, has received the appointment of Professor of Astronomy in the University of Tokyo, Japan. He will sail from San Francisco for Japan on the 1st of August.

THE facts of Rochefort's conviction may be repeated at the present time when his return to and enthusiastic welcome by Paris are wired to us—

On May 10, 1871, while endeavouring to escape in disguise from Paris, he was arrested at Meaux and taken to Versailles. He was placed on his trial before a court-martial, Sept. 20 and 21, 1871, charged with inciting to civil war, with complicity in the destruction, by the Commune, of private property and public monuments, and with the publication of false news and attacks on the established government in the *Mot d'Ordre*. A verdict of guilty was returned, and he was sentenced to imprisonment for life. He was incarcerated first at Fort Boyard, from whence he was transferred (June 1872) to the citadel of Saint-Martin-de-Ré. The French Government permitted M. Rochefort to leave the fortress in which he was imprisoned, and to go to Versailles, Nov. 6, 1872, for the special object of marrying the mother of his illegitimate children, and thus legitimizing them according to French law. Madame Rochefort, who was then extremely ill, died a few weeks afterwards. Subsequently, M. Rochefort was transported to the penal settlement of New Caledonia. In 1873, he was released, and returned to France, where he was again imprisoned, succeeded in escaping from the island. They left as stowaways on board a vessel bound for Newcastle, New South Wales, reached Sydney in safety, and sailed soon afterwards for Europe. On June 16, 1874, M. Rochefort arrived at Queenstown, where, but for the intervention of the Royal Irish Constabulary, he would have met with rough treatment at the hands of an excited mob. He next came to London, and afterwards proceeded to Switzerland.

Ms Samuel Laing, M.P., writing in the *Nineteenth Century* for June on "The Opium in India Finance," refers to Sir John Strobbe's surplus assuming an increase of more than \$3,000,000 in the revenue of the year according between the dates of his original and his present budget, and remarking on the fact that by far the largest increase, nearly \$2,000,000 of the \$3,000,000, was under the head of opium, says—

Now I had occasion, when I was Finance Minister in India, to study very closely this question of opium, which was one of the main stays of India finance, and as to which considerable apprehensions were felt. There are three factors in the question of opium revenue: the quantity produced, which since the late war has been increasing or diminishing; the amount which the Government has to pay to the cultivator for the current crop—the quantity thrown for sale on the Chinese market—and the selling price.

It is always possible to increase the opium revenue in any given year, by diminishing the production and thus raising the selling price. But this is done at the expense of the future, for there is a large amount of native-grown opium in China of inferior quality to ours, but which competes with it, and, if the price of the superior articles were raised too high, would in a short time largely supersede it. Looking at it purely from a financial point of view, the problem for an Indian Finance Minister is to keep the production and price of opium as nearly steady as possible, at the level which will give the largest permanent revenue to the Indian Exchequer, without going so low as to diminish the net revenue or so high as to limit consumption in China and bring the native opium into more extensive use.

If we set steadily on these principles, the experience of the past forty years has shown that the opium revenue is a safe and, on the average of years, a steadily progressive one. The increased export duty for the Malwa opium may account for part of the increase, but I entirely fail to see how a cross of such magnitude as 1,900,000 can have been obtained in the short interval of less than a year between the two estimates, without either some fallacy in the accounts, or some serious sacrifice of the future to the present, by departing from the sound principles of opium finance.

The Chinese Minister to Washington arrived from Europe by the *St. Paul* on the 9th. Because there were 1300 emigrants on board the steamer, the Health Officer could not pass the necessary examination that morning. The Minister was to spend a day or two in New York, and then start from Washington. His next destination is Paris, where he will negotiate a treaty for the protection of coolies employed on the guano islands.

Forty boxes of opium, weighing five tons each, were seized, on the 10th ultimo, by Customs-House Officer O'Neill, on the City of Tokio in San Francisco. The owners of the drug, which was found concealed between the covers of books, are unknown.

The Japan Gazette has the following about affairs in China—

We are informed by various correspondents, that China is really preparing for a war which she has not provoked, and whose results she will find herself unable to bear. It is said that at Peking many considerations are taken into account at the Imperial Council. It is to be presumed the Russian intrigues in Mongolia and Manchuria are even held to be more important to the Chinese empire than the question of the occupation of Hui. The arrival of Colonel Gordon is eagerly awaited, as there is reason to believe that by the winter he will be able to make strategic dispositions that, for humane requirements, would suffice to guarantee the integrity of Chinese territory. Very large quantities of small arms are coming out from Europe, and several batteries of field artillery of great power. Torpedoes will be used for the defence of the Chinese ports and rivers,

and already much progress has been made in the preparation of a defensive system.

W. S. (Japan Gazette) have information to which we can trust, stating that the Russian fleet in these waters will, in about two months' time be increased to thirty vessels. There will be three iron clads, the *Divna*, *Prince Igor*, and *General Admiral*, and the Russian papers speak also of the turret ship *Peter the Great* being added. The rest of the fleet will be composed of fast and heavily armed vessels. It would appear that some questions of neutrality may soon require settlement, and as British interests are comparatively large it is not improbable the matter is already engaging the attention of the home government.

GARFIELD'S position as to the Chinese question is thus explained in one of the papers to land—

Representative Page, of California, is in New York, June 13, having come from Chicago. Speaking to a *Tribune* reporter of the feeling likely to exist and to have a strong influence west of the Rocky Mountains, Page said: "It will, no doubt, at first, be said that Garfield voted to sustain the veto by the President of the Chinese bill, but Garfield has expressed himself as private as any man of some restrictive legislation, and I have personal knowledge that he is in sympathy with the public sentiment in California on this subject, at least to a certain extent. A Chinese plank was introduced in the platform, and Garfield was not an opportunist to put himself on record. Blaine's popularity in California, Oregon and Nevada was due to his stand on the Chinese question. This matter aside, I think Garfield will prove to be as strong as any man who could have been selected. He served eight years with his Congress, and I know him to be one of the clearest-headed statesmen, a man sound all through the financial fight, and the friend of sound money and resumption. It is my judgment that Garfield will receive the full support of the public mind in Nevada and Oregon, which are the closest States, and that he will carry them all."

#### LATE TELEGRAMS.

Owing to the late hour at which our American files were delivered we can make room for only the most important of the telegrams we find to hand—

Paris, June 12.—The Council of State rejected the appeal of Humbert, Communist, against the decision of the Prefectural Council, annulling his election as a member of the Municipal Council for the Java quarter.

Madrid, June 12.—Confidence in the Government was voted, 170 to 22.

Barcelona, June 12.—While the Spanish warship *San Felipe* was entering the harbor of Santiago de Cuba, yesterday, her boiler exploded, killing 20 persons and wounding 113, of whom 84 were troops being transported.

Madrid, June 13.—In the Congress today, the Minister of Foreign Affairs stated that England was ready to negotiate a treaty of commerce with Spain.

In the vote yesterday, on the motion of confidence in the Government, all shades of the opposition abstained.

Berlin, June 13.—It is thought that Bismarck will permit the abandonment or mutilation of the Church bill. He openly owns that the measure is one of his drawings, and insists on its adoption.

Dub in, June 13.—The Mansion House Committee now have £18,000 on hand.

Paris, June 13.—A telegram from Salonica, Albania, reports that Lloyd's Agency there has been undermined and blown up. One of the Directors and an official were severely wounded. The building was partly destroyed. The originators of the outrage are unknown.

London, July 11.—Horsley, Palmer, Stirling & Co., East India merchants, have failed, with liabilities of £70,000, owing to excessive speculation in iron.

St. Petersburg, June 10.—Col. Pashoff, leader of the anti-Revolutionary movement, has been expelled from the Holy Synod, being ordered to quit Russia forthwith.

London, June 10.—Telegrams received by mercantile houses from Valparaiso today announce that the Chileans have captured Antuco.

Berlin, June 10.—The Prussian Parliamentary Committee rejected the Church bill, 18 to 8.

London, June 10.—In the House of Commons, Gladstone said the malt tax is really a tax on raw material and a restraint on British industry. The beer tax will hit the British and therefore he has no objection to proposals abolishing the license for public brewing, and raising the drawback upon the export of beer. In view of the negotiations with France, he asked for an authorization to reduce the duty on wine to sixpence per gallon, for wine of twenty degrees alcoholic strength, and proportionately for higher strengths, the reduction to be dependent upon obtaining reductions in French duties on English goods.

Brussels, June 10.—The *Etoile Belge* announces that the suppression of the Belgian Legation at the Vatican is accomplished.

Paris, June 10.—It is understood that the question of general amnesty has been raised in the Cabinet Council by Comte de Montebello, proposing to bring the matter before the Chambers. The proposition was almost unanimously adopted. De Freycinet will probably bring the matter forward.

trifle, have been instructed to complete them as quickly as possible.

London, June 16.—It is said that Premier Gladstone wrote on Monday night last, before leaving the House of Commons, a long letter to Lord Lyons, British Minister to France, explaining the O'Donnell incident, and instructing him to read it to President Grey. It is also rumoured that if O'Donnell fails to prove his accusations against O'Donnell, Gladstone will move a vote of censure upon him.

Liverpool, June 16.—The *Courier* states that there are grave denunciations in the Cabinet. Chamberlain, President of the Board of Trade, wishes to retire, his principal grievance being the failure of the Government to recall Sir Bartle Frere from the Governorship of the Cape of Good Hope.

#### THE GERMAN STEAMER "MADAGASCAR."

The case of the German steamer *Madagascar*, 884, Captain Timm, will still be fresh in the minds of our readers. Sailing from Bangkok for Hongkong, in November, 1878, about which time a rather severe typhoon-like gale visited these seas, nothing was heard of her until December of the following year, when Captain Clenchy of the *Danube*, arriving on the 25th, reported that some fishermen from Hainan, while engaged in their usual occupation, observed the masts of a vessel appearing above the water near the North Danger of the Paracels. On arriving at the place it was found that they formed part of a steamer which lay broken in two. A diver went down several times, and his statement was to the effect that he recognized the wreck as that of the *Madagascar*. He alleged that he found numerous traces of human remains on board. The difficulty ever since has been to find these men. It was only last month, on the 26th, that the English Consul at Hoihow, Mr. Scott, who also occupies the position of Acting Consul for the German Empire, finally succeeded in unearthing one of the men who said they saw the wrecked steamer on the Paracels; his testimony may now prove of much value. This fisherman says that, leaving the south end of Hainan and taking a S.E. course, they came after seven days' travelling to a rock which the natives call Pakhoi, and there found the wreck of this steamer said to be the *Madagascar*. The funnel and the masts were clearly to be seen. He corroborates generally what we published as far back as December last year as to the vessel being found; and with his assistance, a search will probably be now made by one of the gunboats. The steamer was a valuable one, and she had on board nine and ten which were valued at between \$800,000 and \$900,000. There were some 90 Chinese passengers on board, and mainly for that reason, in view of recent events, the misgivings and speculations as to the fate of the officers on board have been painful to a degree. It would be satisfactory to their friends to know that they came to no more ignominious death than destruction by the fierceness of the elements while engaged in their ordinary calling and standing at the post of duty. We have no doubt such an investigation will clear up this and several other points relating to what is up to the present moment a terrible disaster shrouded in mystery and gloom. As we said before in writing of the case, the probability is that after the vessel had passed Cape Velea, Capt. Timm, her Commander, had either taken a more easterly course than usual to avoid dirty weather, or had been deceived by the current, and so had run on the North Danger of the Paracels, where the heavy sea must have made his vessel more or less wreck, for from any assistance or means of escape. A thorough search will no doubt be made now, in view of the new light thrown on the whole matter by the discovery of this fisherman who credited with having actually seen the vessel.

By the strangest perversion of the truth, the fact that the Consul at Hoihow had come upon this fisherman, who has been long sought for, was made the occasion of a long and wild story in the columns of our morning contemporary to the effect that the *Madagascar* had "been discovered on the coast of Hainan by the British surveying vessel *Maggie*, Capt. Napier."—A huge improbability on the face of it which we lost no time in throwing the fullest discredit on. The most circumstantial account was given of the unfortunate steamer being found lying between two rocks near Hainan Head; it was argued that the vessel must have been going at full speed ahead when she struck, and it was pointed out that, from her position and appearance and from the fact that not a trace of the officers or crew was to be seen, it was likely she had been pirated and run ashore. A series of remarks more or less opposite to the occasion were made and the long paragraph concluded with a pious hope that the interested might yet be able to bring the vessel into port. Now it turns out that there was not a single word of truth in all this rumour, and how it came to be hatched is astounding; one's utter surprise that such a canard should be perpetrated is only exceeded by one's indignation that it is possible for unfeeling persons to effect such a trifling with the feelings of their fellow creatures. Such a paragraph, going home, would be copied into the home and continental papers, and the relatives of those who were on board would read in Germany and elsewhere all this manufactured rubbish, with its sensational innuendo about the piratical proceedings of the Chinese passengers. We have therefore much pleasure in stating the facts as we have given them above, and in finding room for the following letter which has been courteously placed at our disposal by Mr. Travers, the German Consul—

"H.M.'s Surveying Vessel *Maggie*, 11th July, 1880.  
"At anchor, Hainan Head.  
"Dear Sir,—I have read the extract from the *Hongkong Daily Press* of the 6th instant, which you enclose, referring to the missing steamer *Madagascar*.  
"I had already received a communica-

tion from Captain East, R.N., of H.M.S. *Comus*, (the senior officer at Hoihow) on the same subject, which has been replied to.

"I exceedingly regret that you should have been put to so much expense, trouble and inconvenience by the gross misstatements contained therein, which from their circumstantial nature would almost appear to have been wilfully concocted with some ulterior object.

"I need hardly add that I have never seen nor heard anything of the vessel or her crew, nor have I come across any wreckage in the course of our survey, which has extended from Pochin to Nofou and the Taya Islands.  
"You are at perfect liberty to make any use you think proper of this letter.  
"Believe me,  
"Yours faithfully,  
"R. H. NAPIER."

#### "P.S.—The whole case between Pochin, Hainan Head and Nofou Point has been examined."

We may add that there was such a rumour about the *Daily Press* gave for fact here, at Pakhoi and at Hoihow; but in neither place did any persons of much intelligence place any reliance on it. The person who discovered the fisherman to whom we have referred was the Constable of the Consulate at Hoihow, who is actually at the present moment in the service of the *Maggie* as interpreter, as he understands the different dialects which have to be brought into requisition. This connection may have given rise to some misapprehension as to the *Maggie*, but how the monstrous came to be conceived to which our morning contemporary gave birth, we cannot fathom.

#### THE HONGKONG CLUB AND MR. JOHN PITMAN.

(*Japan Gazette*, July 5th.)  
The meeting in the Club was of a most extraordinary character. The most extraordinary character. A member present says:—"It would have done your heart good to see! I never saw anything like it, and I don't think I'll ever go to do so again." It is good to know of the existence of an instinctive contemptuous hatred for secret personal attacks upon individuals unable to defend themselves from the stab in the back delivered for the gratification of private revenge or spiteful pique, and we hear that such feeling found expression at the meeting in terms of indignant reproach which should prove a far more serious warning to wrong-doers in the future than the more potty consequences of an appeal to the protective arm of the law can possibly be.

It is satisfactory to know that in one part of the East society knows how to vindicate itself, and protect those of its members whose reputations have been falsely and maliciously assailed. In our Clubs in Japan we are less susceptible to the prompting of the code of honour, but we should indeed be wholly lost if, with the provocation given to the sister institution, Yokohama had neglected to do like unto her.

It is a regrettable circumstance that an appeal to the law should have been made. That which passes within the walls of a Club-house, or even within the limits of a Foreign Settlement or Colony in the East, is not likely to travel far beyond the residents; and even then there is an ambiguity about the stories which robs rumour of half the force of its sting. But when an action at law is commenced the proceedings are reported in full; the hard cold facts come before the world, the consequences being that the parties concerned have to stand two trials, the greater of which is that wherein a wondering public are the judges.

Some amusement has been caused by the fact that the affidavits upon which a recent legal motion was based were those of the aggrieved party, and the ex present Aides-de-camp of the Governor of the colony. This circumstance, may, however, be explained hereafter.

#### CORRESPONDENCE.

##### QUOTATIONS.

To the Editor of the "China Mail."  
July 16, 1880.  
Sir,—In your issue of Saturday last, I note a paragraph in which a correspondent is anxious to know who enunciated the fallacy that "God tempests the wind to the storm lamb." It is to be found in Tristram Shandy.  
F. A. H.

[The following is from Groot's "Index to Familiar Quotations":—"God tempests the wind to the storm lamb."—*Sentimental Journey*, Marryat.

"This idea is said to have been stolen by Sterne from George Herbert, who wrote, 'To a close-shorn sheep God give wind by measure, for his jacket's bound to blow him down.'"  
[See *Notes* under the name of Henry Edwards (Henry Stephens 2nd). Virgil instructs us to "Feed the lambs at the setting of the sun, when cool resper tempers the air."—*Georgics*, Book III. Line 588.—Ed. C. M.]

#### H.M.'S POLICE COURT, SHANGHAI.

##### To the Editor of the "China Mail."

Sir,—On reading one case reported in your issue of yesterday of Henry Brooks of the *Star* Court charged by the Harbour Master of Shanghai (Mr. Tapp) with neglecting to carry lights at sea, I was considerably astonished to find that any English official could have so completely forgotten his position as to introduce such an apparent vindictive spirit in pressing the charge. Mr. Justice Wilkinson, in dismissing the case, would have added additional respect for his finding by reminding Mr. Tapp that as a Government servant he would do well to exercise his authority with more consideration and less animus in future.

#### UNKNOWN TO EITHER.

##### Police Intelligence.

(Before the Hon. Ng Chey.)  
Friday, July 16.

AN INTERESTING NUISANCE COMPLAINT. C. F. M. A. Y. Smith, of Messrs. McEwen, Frickel & Co.'s, Mr. H. Tripp, agent of the Mitsui Bussan Company, and Mr. James Keating, of Messrs. T. N. Dimes & Co., asked the Magistrate on the Court sitting, if he could take at once a case for which they came prepared at 5.30. (It was now nearly ten o'clock.) It was a case in which some hawkers had been apprehended for creating a public nuisance by blocking up the thoroughfare with their conical stalls, and adding up such an intolerable noise in calling for customers, those patronizing their seating to the disturbance by talking loudly, that sleep was entirely out of the question. There had been a similar case brought some time before, and the men were dismissed; it was not known why, nothing was published about the case. They were neighbours, who suffered from this previous annoyance, now came to his Worship for some relief. Mr. Smith added that he would prefer that the police were put down as prosecutors to this case instead of himself, it really was a police case. He had simply come to the office with the Constable because the man asked him to do so, not apparently understanding what was wanted of him very well.

The Magistrate said he would take the case at once the papers were ready. A few minutes afterwards the case was called, and P. O. No. 267, (an Indian Constable) was put in the box. He said—This morning about 1 o'clock, I was out duty at Queen's Road Central. The defendants were selling conical stalls near the stalls near the verandah, and over the side channel in front of some newly built houses, and they were making a great noise. Those who were sitting on defendant's stalls, were also making a great noise. The conical hawkers were calling out, to sell their conical; the men who were eating were talking loudly and joking. An European gentleman belonging to one of these houses having brought the matter to my notice I took them into custody on a charge of Nuisance. Cross-examined by Mr. Smith.—They were gathering a crowd, smoking, cooking chowchow, causing a noise and smoke, and in fact forming a small market. There were about ten men around there. The hawkers were eating and drinking, but the men who were eating there obstructed the street.

The Magistrate asked who were here in the case besides Mr. Smith.  
Mr. Smith said, Mr. Tripp and Mr. Keating. He had also brought his boy who could speak to the hawkers being warned, and ordered away over and over again.

Mr. Tripp said, it was a simple case of these men destroying the possibility of any resident in that quarter getting any rest or sleep. There were the hawkers up till midnight, and the disturbance from the conical hawkers began very early in the morning; as early as four o'clock. In answer to his Worship, Mr. Tripp explained where the houses were and where the men stood. They were just at the beginning of the European side of the road, and the disturbance was incessant from four o'clock.

The Magistrate: Which of the defendants did that?  
Mr. Tripp: I don't know any of them. But they generally do that.

The second defendant had only to say that he belonged to the same stall as the first defendant.

The third defendant said he had his stall in front of Mr. Driscoll's house.  
Mr. Smith: This is on the other side now.

After some conversation, Mr. Smith remarked that these hawkers seemed to have assumed a right to that place. The constable was almost powerless—in fact, he was powerless—to get them away.

The defendants in answer to the Magistrate said they all had licenses. His Worship said that of course they were licensed hawkers they had a right to hawk their wares in the streets. They had a right to follow their lawful occupation. But at the same time they must remember that they must not hawk anything in such a way as to cause a nuisance to the residents in the neighbourhood. They were charged, for instance, with putting their stalls in front of European houses, causing a large crowd of people to collect there, making a noise, calling out their wares and so on. Besides they made the place dirty and smoky and caused annoyance to people. Now these people, conical hawkers, got up early in the morning to push the sale of their wares, but there was no reason for their disturbing people who were taking their night's rest. People could not be expected to put up with such a thing. He did not wish to interfere with their hawking, but they must not carry on this occupation to the annoyance of the residents in the neighbourhood. Would they promise not to do it again? Would they promise not to go to their houses and hawk their wares at any time in the future?

Defendants said they would promise.  
The Magistrate said they could go some where else where their exercise of their occupation would be less offensive. On their undertaking not to commit this offence again he would let them off with a small fine.

Mr. Smith alluded to the deterrent effect which the gentlemen who had come forward to-day hoped that the conviction and fine in this case would have on the other hawkers.

The Magistrate said he could not punish these two men for what others did.

Mr. Smith did not desire that His Worship should do so; but perhaps His Worship might have some other way of dealing with the matter.

His Worship referred Mr. Smith to the Police Inspector and told him to give the hawkers in charge whenever they disturbed him again.

Fixed 20 cents each, and told "not to do it again."

#### LARCENY BY A SERVANT.

Wong Kong Kow, a house boy, was charged with the larceny of \$1 this morning.

May White, a married woman residing at the corner of Aberdeen and Gage Streets, said defendant was her servant. At 12 o'clock last night she placed \$7 in her box on the top floor. The money consisted of three \$1 notes and \$4 in silver. About 2 o'clock in the morning, she found there were only \$5 in the box, and that one of the \$1 notes was missing. Defendant was the only person in the house after she put money in the box.

Defendant said he received his wages weekly, and when he asked his mistress for his money this morning, she refused to pay him. He denied having taken the money from the box.

His Worship ordered him to find security in \$50 to be forthcoming to answer any charge within one month.

#### LARCENY.

Kwok Ahong, a coolie, was charged with larceny on the 15th inst.

Leung Ahah, the cook, in a shop in Bonham Strand, said that yesterday afternoon they had some bundles of ginseng placed outside the shop door to dry. He

saw defendant deliberately pick up a bundle and run off with it.

Defendant said he picked it up because he thought it was not wanted.

Fixed \$10, in default three weeks' imprisonment with hard labour.

#### A STRAGGLER.

John Donovan, an American on board the American ship *J. A. Thompson*, was charged with being a straggler from his ship.

Defendant admitted the charge and was ordered to be sent on board. He said he would not stay on board if he could possibly help it.

#### NEGLECT OF DUTY.

Fan Akam, an engineer, employed at No. 5 Police Station, was charged with neglect of duty this morning.

Carl Wassington, assistant engineer in the Fire Brigade, and defendant was employed as a driver. At 7 o'clock this morning he ordered defendant to clean the engine, but he flatly refused to do so twice over.

Defendant said he was on duty up till 3 o'clock this morning, and when witness spoke to him he had just got up. He said he was willing to work.

Cautioned and discharged.

#### IN POSSESSION OF STOLEN PROPERTY.

Chan Ayat, a widow, and Wong Anni, a married woman, were charged with being in possession of stolen property on the 14th instant.

P. C. 123, Sham Akam, said that on the 14th instant, a report was made at No. 7 Station that a quantity of clothing to the value of \$20 had been stolen from a house, No. 128, T'raya West. On enquiry being made it was found that the clothing had been pawned in different pawnshops by the defendants. On being arrested they admitted having pawned the clothes, but said that a man had given them the clothes with instructions to pawn the same, and he promised to give them \$1.50 for their trouble.

An application was made for a remand to enable the police to find the man.

Case remanded according to till Thursday the 22nd inst., both defendants to be admitted to bail in \$10.

#### (Before C. V. Creagh, Esq.)

##### DETECTING A CHILD.

The case in which T'raya West was charged with detecting a child away from the Colony yesterday was again called in Court to-day, and Li Akin, Chan Ayang and Chan Ayuk, three married women, were also placed in the dock under the same charge.

The case was again remanded till the 22nd and the three last defendants admitted to bail in \$100 each.

#### RETURNING FROM BANISHMENT.

Chan Aoi, 34, a shopkeeper, was charged with returning from banishment on the 16th inst.

Sergeant Toomey said that he arrested the prisoner this morning in the precincts of this Court. He charged him with returning to the Colony before the expiration of five years' period of banishment which was awarded on 16th May 1876. He applied for a remand to await instructions from the Government.

Remanded till 22nd inst.

#### SUPREME COURT.

##### IN SUMMARY JURISDICTION.

(Before His Honor the Puisne Judge, Mr. F. Snowden.)  
Friday, July 16.

Chu Tak v. Kwan Chok Hin & anr.—\$300.—This suit again occupied the attention of the Court this morning. Yee Kwai-chune, the complainant of the *Sugar Works*, gave evidence as to the business transactions of the firm. He received the \$300, the subject of the present suit, and from what he was informed he put the money into the business of the Yee Shun. The complainant's office and the Yee Shun are one and the same. The account book of the firm was put in. It opened by showing the names of the partners with the number of shares held by each, with various entries of money payments and receipts, and among the latter being one for \$300 received from Kwa Kwa Tong, i.e. Chu Tak. The manager authorised him to purchase sugar and accordingly did so with the money of the Company, sending people into the country for that purpose. The \$300 mentioned in the account book was an amount received from Chu Tak, who was a partner and held four shares. Chu Tak secured witness in his position of complainant, but Chu Tak received no commission for so doing. His only motive for securing him was because he had an interest in the business to the extent of four shares. Witness only remained as a complainant for about four months, when he was dismissed. The accounts of the Yee Shun have been made up, and they have been agreed to by every one except Chu Tak. He is quite prepared to settle all accounts when they are all agreed. The Yee Shun has ceased to do business in Swatow.

Mr. Holmes submitted that he had proved his case. It was clearly stated by defendant and his witness that the money had been paid and a receipt given for it. An agreement was to have been prepared and to have been ready in a few days. This agreement has not been made and no shop has ever been opened. No accounts have been made up. He submitted that there might at one time have been something said about opening the Yee Shun, but it never took place. The account book shown had very few entries in it and was not to be relied on at all.

His Worship contended that the defendant's case had been clearly made out and that a partnership had been actually formed. The book produced distinctly supported the statement of the complainant that the \$300 was invested in the business. For some reason the firm has been broken up, and the accounts are all ready for distribution as soon as they are all agreed.

His Lordship said he would take time to consider his decision.

#### Japan.

##### YOKOHAMA.



## Intimations.

## THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queries* on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justifies, such extra matter.

The subscription is fixed at \$5.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review Department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and entertaining Review. It is a six-page, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address: *China Review*, Hongkong.—*Northern Christian Advocate* (U.S.).

*Trevelyan's Oriental Record* contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries* on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards its contents, in the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of the scientific studies, has led to the accumulation of important facts of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular service, the Chinese Customs' corps, and the missionary body among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese postman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in the pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine."

## THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantee and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Press in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places, and from the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,  
China Mail Office.

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THE Colonial Press supplied with News-  
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European Goods on London terms.

## NOTICE TO SHIPPERS.

Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

## Visitors' Column.

We have instituted as an experiment a Visitors' Column, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

## List of Public Buildings.

Government House, North of Public Gardens.  
City Hall, Library (8,000 volumes) and Museum.—Free.  
Public Gardens, a beautiful picturesque retreat and of great interest.  
The Clock Tower, Queen's Road Central, in a line with Peddar's Wharf.  
General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.  
Lansdowne Club and Library, Shelley St.  
Government Offices, the Secretariat, &c., near the Public Gardens.  
St. John's Cathedral (Anglican), above the Parade Ground.  
Roman Catholic Cathedral, Wellington Street.  
Union Church, Elgin Street.  
St. Peter's Seamen's Church, West Point.  
St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.  
Temperance Hall, specially adapted for sea-faring men, Queen's Road East.  
Sailors' Home, West Point.  
E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine Hall, Zealand Street.  
Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.  
The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

## Hotels.

Stag Hotel, good accommodation for visitors at moderate rates, 110, Queen's Road Central.—J. COOK, Proprietor.

## Stores, Books, &amp;c.

Publishers of the Largest Collection of Views in the Empire, and general Illustrations of the Chinese.—AFORD'S PHOTOGRAPHIC STUDIO, 8, Queen's Road.  
General Outfitter, Hosiery, Tailor, &c.—P. N. DUNSTON, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.  
Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & CO., Queen's Road Central.  
Travelling Requisites of all kinds, Books, &c.—LANE, CRAWFORD & CO., American and English Stores, Books, and specially selected Cigars.—MAC- EWEN, PRICKER & CO.  
American Newspapers and cheap Reprints, &c., choice Tobacco and Cigars.—MOORE'S VARIETY STORE, 42, Queen's Road.  
Watches, Jewellery, Charts, Binoculars, Optical Instruments, Mordant's Pencil-cases, &c.—JOHN NOBLE, agent for Negretti & Zamboni.  
Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—Wm. SCHMIDT & CO., Gun-makers, Eastern House of Macdonald Arcade.

## Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.  
Half hour, ..... 10 cts.  
Three hours, ..... 50 cts.  
Day (from 6 to 8), One Dollar.

## TO VICTORIA PEAK.

Single Trip.  
Four Coolies, ..... \$1.00  
Three Coolies, ..... .85  
Two Coolies, ..... .70

Return (direct or by Pok-fo-tum).  
Four Coolies, ..... \$1.60  
Three Coolies, ..... 1.20  
Two Coolies, ..... 1.00

## TO VICTORIA GAY (TO LEVEL OF UMBRELLA SEAT).

Single Trip.  
Four Coolies, ..... \$0.60  
Three Coolies, ..... .50  
Two Coolies, ..... .40

Return (direct or by Pok-fo-tum).  
Four Coolies, ..... \$1.00  
Three Coolies, ..... .85  
Two Coolies, ..... .70

The Motor Fare embraces a trip of not more than one hour.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.  
Day Trip (Peak), ..... \$0.75 each Coolie.  
(12 hours) Gap, ..... \$0.60 each Coolie.

## Licensed Bearers (each).

Hour, ..... 10 cents.  
Half day, ..... 35 cents.  
Day, ..... 60 cents.

## BOAT AND COOLIE HIRE.

BOATS.  
1st Class Cargo Boat of 5 or 600 ..... \$3.00  
1st Class Cargo Boat of 8 or 900 ..... 4.00  
2nd Class Cargo Boat of 600 ..... 2.50  
2nd Class Cargo Boat of 800 ..... 3.00  
3rd Class Cargo Boat or Hak-lau Boat of 800 ..... 1.50  
3rd Class Cargo Boat or Hak-lau Boat of 600 ..... 1.00  
3rd Class Cargo Boat or Hak-lau Boat of 400 ..... .80

Boatsmen.  
or Pullaway Boats, per Day, ..... \$1.00  
One Hour, ..... .50  
Half an Hour, ..... .30

After 6 p.m., ..... 10 cents extra.  
Nothing in this Scale prevents private agreements.

## STREET COOLIES.

Scale of Hire for Street Coolies.  
One Day, ..... 88 cents.  
Three Days, ..... 2.40  
One Hour, ..... 5 "

Nothing in the above Scale to affect private agreements.

## Hongkong Rates of Postage.

(Revised June 23, 1880.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Papers, per two ounces.  
Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but whatever the weight of a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.  
The limit of weight for Books and Commercial Papers to Foreign Post Office is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.  
N.R. means No Registration.

Countries of the Postal Union.  
The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Chili, Brazil, Peru, Venezuela, The Argentine Republic, Guiana, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group.

Postage to Union Countries.  
General Rates, by any route:  
Letters, 10 cents per 1/2 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.  
Postage to Non-Union Countries.  
Hawaiian Kingdom, 10  
Letters, 10  
Registration, 5  
Newspapers, 5  
Books & Patterns, 5

West Indies (Non Union), Bolivia, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay.  
Letters, 30  
Registration, None.  
Newspapers, 5  
Books & Patterns, 10

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 12; Registration, 10; Newspapers, 2; Books and Patterns, 10; via Cape, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 10.

Natal, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 10.

A small extra charge is made on delivery.  
There is no registration to British W. India Islands, 10 cents. To the Bahamas and Hayti, The San Francisco route is available.  
Registration to San Francisco, 10 cents.  
Cannot be sent via San Francisco.

## LOCAL POSTAGE.

Between Hongkong, Canton, and Macao, in either direction, any letter two 1/2 oz. or less, 10 cents; any letter over 2 1/2 oz. or less, 15 cents; any letter over 3 1/2 oz. or less, 20 cents; any letter over 4 1/2 oz. or less, 25 cents; any letter over 5 1/2 oz. or less, 30 cents; any letter over 6 1/2 oz. or less, 35 cents; any letter over 7 1/2 oz. or less, 40 cents; any letter over 8 1/2 oz. or less, 45 cents; any letter over 9 1/2 oz. or less, 50 cents; any letter over 10 1/2 oz. or less, 55 cents; any letter over 11 1/2 oz. or less, 60 cents; any letter over 12 1/2 oz. or less, 65 cents; any letter over 13 1/2 oz. or less, 70 cents; any letter over 14 1/2 oz. or less, 75 cents; any letter over 15 1/2 oz. or less, 80 cents; any letter over 16 1/2 oz. or less, 85 cents; any letter over 17 1/2 oz. or less, 90 cents; any letter over 18 1/2 oz. or less, 95 cents; any letter over 19 1/2 oz. or less, 1.00; any letter over 20 1/2 oz. or less, 1.05; any letter over 21 1/2 oz. or less, 1.10; any letter over 22 1/2 oz. or less, 1.15; any letter over 23 1/2 oz. or less, 1.20; any letter over 24 1/2 oz. or less, 1.25; any letter over 25 1/2 oz. or less, 1.30; any letter over 26 1/2 oz. or less, 1.35; any letter over 27 1/2 oz. or less, 1.40; any letter over 28 1/2 oz. or less, 1.45; any letter over 29 1/2 oz. or less, 1.50; any letter over 30 1/2 oz. or less, 1.55; any letter over 31 1/2 oz. or less, 1.60; any letter over 32 1/2 oz. or less, 1.65; any letter over 33 1/2 oz. or less, 1.70; any letter over 34 1/2 oz. or less, 1.75; any letter over 35 1/2 oz. or less, 1.80; any letter over 36 1/2 oz. or less, 1.85; any letter over 37 1/2 oz. or less, 1.90; any letter over 38 1/2 oz. or less, 1.95; any letter over 39 1/2 oz. or less, 2.00; any letter over 40 1/2 oz. or less, 2.05; any letter over 41 1/2 oz. or less, 2.10; any letter over 42 1/2 oz. or less, 2.15; any letter over 43 1/2 oz. or less, 2.20; any letter over 44 1/2 oz. or less, 2.25; any letter over 45 1/2 oz. or less, 2.30; any letter over 46 1/2 oz. or less, 2.35; any letter over 47 1/2 oz. or less, 2.40; any letter over 48 1/2 oz. or less, 2.45; any letter over 49 1/2 oz. or less, 2.50; any letter over 50 1/2 oz. or less, 2.55; any letter over 51 1/2 oz. or less, 2.60; any letter over 52 1/2 oz. or less, 2.65; any letter over 53 1/2 oz. or less, 2.70; any letter over 54 1/2 oz. or less, 2.75; any letter over 55 1/2 oz. or less, 2.80; any letter over 56 1/2 oz. or less, 2.85; any letter over 57 1/2 oz. or less, 2.90; any letter over 58 1/2 oz. or less, 2.95; any letter over 59 1/2 oz. or less, 3.00; any letter over 60 1/2 oz. or less, 3.05; any letter over 61 1/2 oz. or less, 3.10; any letter over 62 1/2 oz. or less, 3.15; any letter over 63 1/2 oz. or less, 3.20; any letter over 64 1/2 oz. or less, 3.25; any letter over 65 1/2 oz. or less, 3.30; any letter over 66 1/2 oz. or less, 3.35; any letter over 67 1/2 oz. or less, 3.40; any letter over 68 1/2 oz. or less, 3.45; any letter over 69 1/2 oz. or less, 3.50; any letter over 70 1/2 oz. or less, 3.55; any letter over 71 1/2 oz. or less, 3.60; any letter over 72 1/2 oz. or less, 3.65; any letter over 73 1/2 oz. or less, 3.70; any letter over 74 1/2 oz. or less, 3.75; any letter over 75 1/2 oz. or less, 3.80; any letter over 76 1/2 oz. or less, 3.85; any letter over 77 1/2 oz. or less, 3.90; any letter over 78 1/2 oz. or less, 3.95; any letter over 79 1/2 oz. or less, 4.00; any letter over 80 1/2 oz. or less, 4.05; any letter over 81 1/2 oz. or less, 4.10; any letter over 82 1/2 oz. or less, 4.15; any letter over 83 1/2 oz. or less, 4.20; any letter over 84 1/2 oz. or less, 4.25; any letter over 85 1/2 oz. or less, 4.30; any letter over 86 1/2 oz. or less, 4.35; any letter over 87 1/2 oz. or less, 4.40; any letter over 88 1/2 oz. or less, 4.45; any letter over 89 1/2 oz. or less, 4.50; any letter over 90 1/2 oz. or less, 4.55; any letter over 91 1/2 oz. or less, 4.60; any letter over 92 1/2 oz. or less, 4.65; any letter over 93 1/2 oz. or less, 4.70; any letter over 94 1/2 oz. or less, 4.75; any letter over 95 1/2 oz. or less, 4.80; any letter over 96 1/2 oz. or less, 4.85; any letter over 97 1/2 oz. or less, 4.90; any letter over 98 1/2 oz. or less, 4.95; any letter over 99 1/2 oz. or less, 5.00; any letter over 100 1/2 oz. or less, 5.05; any letter over 101 1/2 oz. or less, 5.10; any letter over 102 1/2 oz. or less, 5.15; any letter over 103 1/2 oz. or less, 5.20; any letter over 104 1/2 oz. or less, 5.25; any letter over 105 1/2 oz. or less, 5.30; any letter over 106 1/2 oz. or less, 5.35; any letter over 107 1/2 oz. or less, 5.40; any letter over 108 1/2 oz. or less, 5.45; any letter over 109 1/2 oz. or less, 5.50; any letter over 110 1/2 oz. or less, 5.55; any letter over 111 1/2 oz. or less, 5.60; any letter over 112 1/2 oz. or less, 5.65; any letter over 113 1/2 oz. or less, 5.70; any letter over 114 1/2 oz. or less, 5.75; any letter over 115 1/2 oz. or less, 5.80; any letter over 116 1/2 oz. or less, 5.85; any letter over 117 1/2 oz. or less, 5.90; any letter over 118 1/2 oz. or less, 5.95; any letter over 119 1/2 oz. or less, 6.00; any letter over 120 1/2 oz. or less, 6.05; any letter over 121 1/2 oz. or less, 6.10; any letter over 122 1/2 oz. or less, 6.15; any letter over 123 1/2 oz. or less, 6.20; any letter over 124 1/2 oz. or less, 6.25; any letter over 125 1/2 oz. or less, 6.30; any letter over 126 1/2 oz. or less, 6.35; any letter over 127 1/2 oz. or less, 6.40; any letter over 128 1/2 oz. or less, 6.45; any letter over 129 1/2 oz. or less, 6.50; any letter over 130 1/2 oz. or less, 6.55; any letter over 131 1/2 oz. or less, 6.60; any letter over 132 1/2 oz. or less, 6.65; any letter over 133 1/2 oz. or less, 6.70; any letter over 134 1/2 oz. or less, 6.75; any letter over 135 1/2 oz. or less, 6.80; any letter over 136 1/2 oz. or less, 6.85; any letter over 137 1/2 oz. or less, 6.90; any letter over 138 1/2 oz. or less, 6.95; any letter over 139 1/2 oz. or less, 7.00; any letter over 140 1/2 oz. or less, 7.05; any letter over 141 1/2 oz. or less, 7.10; any letter over 142 1/2 oz. or less, 7.15; any letter over 143 1/2 oz. or less, 7.20; any letter over 144 1/2 oz. or less, 7.25; any letter over 145 1/2 oz. or less, 7.30; any letter over 146 1/2 oz. or less, 7.35; any letter over 147 1/2 oz. or less, 7.40; any letter over 148 1/2 oz. or less, 7.45; any letter over 149 1/2 oz. or less, 7.50; any letter over 150 1/2 oz. or less, 7.55; any letter over 151 1/2 oz. or less, 7.60; any letter over 152 1/2 oz. or less, 7.65; any letter over 153 1/2 oz. or less, 7.70; any letter over 154 1/2 oz. or less, 7.75; any letter over 155 1/2 oz. or less, 7.80; any letter over 156 1/2 oz. or less, 7.85; any letter over 157 1/2 oz. or less, 7.90; any letter over 158 1/2 oz. or less, 7.95; any letter over 159 1/2 oz. or less, 8.00; any letter over 160 1/2 oz. or less, 8.05; any letter over 161 1/2 oz. or less, 8.10; any letter over 162 1/2 oz. or less, 8.15; any letter over 163 1/2 oz. or less, 8.20; any letter over 164 1/2 oz. or less, 8.25; any letter over 165 1/2 oz. or less, 8.30; any letter over 166 1/2 oz. or less, 8.35; any letter over 167 1/2 oz. or less, 8.40; any letter over 168 1/2 oz. or less, 8.45; any letter over 169 1/2 oz. or less, 8.50; any letter over 170 1/2 oz. or less, 8.55; any letter over 171 1/2 oz. or less, 8.60; any letter over 172 1/2 oz. or less, 8.65; any letter over 173 1/2 oz. or less, 8.70; any letter over 174 1/2 oz. or less, 8.75; any letter over 175 1/2 oz. or less, 8.80; any letter over 176 1/2 oz. or less, 8.85; any letter over 177 1/2 oz. or less, 8.90; any letter over 178 1/2 oz. or less, 8.95; any letter over 179 1/2 oz. or less, 9.00; any letter over 180 1/2 oz. or less, 9.05; any letter over 181 1/2 oz. or less, 9.10; any letter over 182 1/2 oz. or less, 9.15; any letter over 183 1/2 oz. or less, 9.20; any letter over 184 1/2 oz. or less, 9.25; any letter over 185 1/2 oz. or less, 9.30; any letter over 186 1/2 oz. or less, 9.35; any letter over 187 1/2 oz. or less, 9.40; any letter over 188 1/2 oz. or less, 9.45; any letter over 189 1/2 oz. or less, 9.50; any letter over 190 1/2 oz. or less, 9.55; any letter over 191 1/2 oz. or less, 9.60; any letter over 192 1/2 oz. or less, 9.65; any letter over 193 1/2 oz. or less, 9.70; any letter over 194 1/2 oz. or less, 9.75; any letter over 195 1/2 oz. or less, 9.80; any letter over 196 1/2 oz. or less, 9.85; any letter over 197 1/2 oz. or less, 9.90; any letter over 198 1/2 oz. or less, 9.95; any letter over 199 1/2 oz. or less, 10.00; any letter over 200 1/2 oz. or less, 10.05; any letter over 201 1/2 oz. or less, 10.10; any letter over 202 1/2 oz. or less, 10.15; any letter over 203 1/2 oz. or less, 10.20; any letter over 204 1/2 oz. or less, 10.25; any letter over 205 1/2 oz. or less, 10.30; any letter over 206 1/2 oz. or less, 10.35; any letter over 207 1/2 oz. or less, 10.40; any letter over 208 1/2 oz. or less, 10.45; any letter over 209 1/2 oz. or less, 10.50; any letter over 210 1/2 oz. or less, 10.55; any letter over 211 1/2 oz. or less, 10.60; any letter over 212 1/2 oz. or less, 10.65; any letter over 213 1/2 oz. or less, 10.70; any letter over 214 1/2 oz. or less, 10.75; any letter over 215 1/2 oz. or less, 10.80; any letter over 216 1/2 oz. or less, 10.85; any letter over 217 1/2 oz. or less, 10.90; any letter over 218 1/2 oz. or less, 10.95; any letter over 219 1/2 oz. or less, 11.00; any letter over 220 1/2 oz. or less, 11.05; any letter over 221 1/2 oz. or less, 11.10; any letter over 222 1/2 oz. or less, 11.15; any letter over 223 1/2 oz. or less, 11.20; any letter over 224 1/2 oz. or less, 11.25; any letter over 225 1/2 oz. or less, 11.30; any letter over 226 1/2 oz. or less, 11.35; any letter over 227 1/2 oz. or less, 11.40; any letter over 228 1/2 oz. or less, 11.45; any letter over 229 1/2 oz. or less, 11.50; any letter over 230 1/2 oz. or less, 11.55; any letter over 231 1/2 oz. or less, 11.60; any letter over 232 1/2 oz. or less, 11.65; any letter over 233 1/2 oz. or less, 11.70; any letter over 234 1/2 oz. or less, 11.75; any letter over 235 1/2 oz. or less, 11.80; any letter over 236 1/2 oz. or less, 11.85; any letter over 237 1/2 oz. or less, 11.90; any letter over 238 1/2 oz. or less, 11.95; any letter over 239 1/2 oz. or less, 12.00; any letter over 240 1/2 oz. or less, 12.05; any letter over 241 1/2 oz. or less, 12.10; any letter over 242 1/2 oz. or less, 12.15; any letter over 243 1/2 oz. or less, 12.20; any letter over 244 1/2 oz. or less, 12.25; any letter over 245 1/2 oz. or less, 12.30; any letter over 246 1/2 oz. or less, 12.35; any letter over 247 1/2 oz. or less, 12.40; any letter over 248 1/2 oz. or less, 12.45; any letter over 249 1/2 oz. or less, 12.50; any letter over 250 1/2 oz. or less, 12.55; any letter over 251 1/2 oz. or less, 12.60; any letter over 252 1/2 oz. or less, 12.65; any letter over 253 1/2 oz. or less, 12.70; any letter over 254 1/2 oz. or less, 12.75; any letter over 255 1/2 oz. or less, 12.80; any letter over 256 1/2 oz. or less, 12.85; any letter over 257 1/2 oz. or less, 12.90; any letter over 258 1/2 oz. or less, 12.95; any letter over 259 1/2 oz. or less, 13.00; any letter over 260 1/2 oz. or less, 13.05; any letter over 261 1/2 oz. or less, 13.10; any letter over 262 1/2 oz. or less, 13.15; any letter over 263 1/2 oz. or less, 13.20; any letter over 264 1/2 oz. or less, 13.25; any letter over 265 1/2 oz. or less, 13.30; any letter over 266 1/2 oz. or less, 13.35; any letter over 267 1/2 oz. or less, 13.40; any letter over 268 1/2 oz. or less, 13.45; any letter over 269 1/2 oz. or less, 13.50; any letter over 270 1/2 oz. or less, 13.55; any letter over 271 1/2 oz. or less, 13.60; any letter over 272 1/2 oz. or less, 13.65; any letter over 273 1/2 oz. or less, 13.70; any letter over 274 1/2 oz. or less, 13.75; any letter over 275 1/2 oz. or less, 13.80; any letter over 276 1/2 oz. or less, 13.85; any letter over 277 1/2 oz. or less, 13.90; any letter over 278 1/2 oz. or less, 13.95; any letter over 279 1/2 oz. or less, 14.00; any letter over 280 1/2 oz. or less, 14.05; any letter over 281 1/2 oz. or less, 14.10; any letter over 282 1/2 oz. or less, 14.15; any letter over 283 1/2 oz. or less, 14.20; any letter over 284 1/2 oz. or less, 14.25; any letter over 285 1/2 oz. or less, 14.30; any letter over 286 1/2 oz. or less, 14.35; any letter over 287 1/2 oz. or less, 14.40; any letter over 288 1/2 oz. or less, 14.45; any letter over 289 1/2 oz. or less, 14.50; any letter over 290 1/2 oz. or less, 14.55; any letter over 291 1/2 oz. or less, 14.60; any letter over 292 1/2 oz. or less, 14.65; any letter over 293 1/2 oz. or less, 14.70; any letter over 294 1/2 oz. or less, 14.75; any letter over 295 1/2 oz. or less, 14.80; any letter over 296 1/2 oz. or less, 14.85; any letter over 297 1/2 oz. or less, 14.90; any letter over 298 1/2